

40. *Steaming and Bow Lights*.—Merchant vessels permitted to navigate within the port and in the examination anchorage in the dark hours are not to employ electrically-lit lanterns as steaming or bow lights.

41. *Anchor Lights*.—Electrically-lit lanterns are not to be used. Normal brilliancy of all lanterns used is to be reduced by one-half. All lanterns used are to be fitted with overhead screens arranged so as to cut off the light at an angle of between 20° and 25° above the horizontal.

42. *Other Lights*.—No lights aloft, on deck, or below (except those mentioned in paragraphs 38 to 41 above, and such as are necessary for authorized signalling purposes) shall be permitted to be visible from outboard. This applies to all merchant vessels whether under way, at anchor, or secured.

(2) It is imperative that masters and others in charge of merchant vessels should see that this order, which is for their own protection, is carried out.

43. *Approach to Government Vessels and Establishments*.—No merchant vessel is to approach any Government vessel, ship, lighter, or other Government craft or any Government dockyard or establishment without a written permit from the Naval Officer-in-Charge to be obtained through the Collector of Customs.

(2) The Examining Officer will inform merchant vessels that vessels flying certain distinguishing signals are Government vessels and are not to be approached.

44. *Merchant Vessels to keep clear of H.M. Ships*.—Merchant vessels are to keep clear of any of H.M. ships being navigated in the port.

45. *Patrol of Internal Waterways and Approaches to the Port*.—The internal waterways of the port and the approaches thereto may be patrolled by Naval patrol craft and/or other Government vessels. Captains, masters, and others in charge of merchant vessels are hereby warned to observe any orders given by the patrols. All merchant vessels are subject to inspection and search by these patrols. Disobedience of orders given by these patrols renders a merchant vessel liable to be fired on.

PART III.—DEPARTURE FROM THE PORT.

50. *Steps necessary on the part of Masters and/or Agents before a Vessel may leave the Port*.—Permission to leave must be obtained from the Collector of Customs and masters are to inquire from that officer as to the source from which mine warnings, sailing orders, and clearance papers are issued.

51. *Signal Prohibiting Sailing*.—A blue flag hoisted at Pipitea Wharf indicates that no merchant vessel is to leave the port while this signal is flying.

52. *Routes to be followed* are as laid down in the New Zealand Pilot.

PART IV.—PILOTAGE.

57. *Whether Compulsory: Entering or Leaving*.—Pilotage is optional both entering and leaving and the arrangements detailed in the New Zealand Pilot will continue to be in force.

PART V.—AUTHORITIES.

62. *List of Authorities concerned with these Regulations from whom Permission to do certain Acts is to be obtained*:—

Nature of Permission Granted by Authority Concerned.	Authority Concerned.	Paragraphs in Regulations.
To enter the port (merchant vessels)	Examining Officer ..	16.
To enter the port (small craft)	Examining Officer ..	29.
To leave the port ..	Collector of Customs ..	50.
To move in or leave the examination anchorage	Examining Officer ..	19, 27.
For internal movement ..	Harbourmaster ..	34.
To open wireless office/s ..	Collector of Customs ..	5.
To approach Government vessels or establishments	Naval Officer - in - Charge through Collector of Customs	43.
To communicate or lower boats in the examination anchorage.	Examining Officer ..	27.